

FOR OFFICE USE ONLY:

Version # _____

APP # 700215

A. Statement of Planning Objectives

The Tahoe National Forest (TNF) is requesting a California OHV Planning Grant for \$52,976.00 to analyze a proposal to complete 9 short segments of motorized trail on the Yuba River Ranger District. These trail connections, totaling 3-4 miles in length, will enhance the TNF's existing large (2,202 miles), popular (almost 1 million visitor days) designated road and trail system. These proposed trail links are critical to maintain loop opportunities, and reduce the potential risk of accidents occurring between highway-legal and non-highway-legal vehicles, within existing OHV trail systems in the Cal-Ida/Downieville and Burlington areas. In the Cal-Ida area (north of Downieville), one trail segment would provide all OHV riders/drivers (Class I, II, III) with a non-highway-legal alternative between the Downie River OHV Trail and the Fir Cap OHV Trail, and additional routes in the area. In the Burlington area, additional trail connections would provide non-highway-legal singletrack motorcycle connections between the Chalk Bluff Staging Area and 1) the Excelsior Trail, 2) multiple sections of the Big Tunnel Trail, and 3) numerous sections of the Toll Mill Trail.

The need for each of these nine trail segments has been identified through the TNF's ongoing Travel Management (TM) process. Started approximately 5 years ago, the Tahoe's TM process is not expected to reach a final decision until late 2009. However, regardless of which alternative is selected, the Forest is certain of the need for these trails because of concerns over the safety of mixed use, and unsustainably steep routes, are consistent across all alternatives. In response to the agency's mixed use (e.g. highway-legal and non-highway-legal vehicles on the same route) concerns, all of the proposed trail additions will result in both highway-legal and non-highway-legal connections provided between critical road/trail nodes. In regard to unsustainably steep slopes, the proposed connection in the Cal-Ida/Downieville area will replace an existing, eroding, undesignated route, with a designated trail built and maintained to Forest Service standards. Collectively these newly constructed trail links will not only reduce the potential risk of accidents between operators of highway-legal and non-highway-legal vehicles, but will provide additional miles of motorized recreational opportunity. Without these trail links, looping opportunities and trail connectivity will be reduced. Without these additions OHV enthusiasts, especially those on non-highway-legal machines, will be required to more frequently return to their staging location, load their machine, travel to the next staging location, before returning to the trail.

Grant deliverables consist of 1) an environmental analysis examining the proposed action and the effects of that action, 2) an environmental document (most likely an Environmental Assessment (EA) to record the analysis, and 3) a decision document describing what has been authorized by the line officer.

B. Relation of Proposed Project to OHV Recreation

The Yuba River Ranger District Travel Management Implementation Project would sustain and enhance the existing 2,202-mile Tahoe National Forest OHV road/trail system. This project will not only increase the mileage of the overall system, but will provide critically-needed links in the Cal-Ida/Downieville, and Burlington areas, especially for non-highway-legal vehicles. To understand the situation, and the need for these routes, a description of vehicle classes and the concerns over mixed use is necessary. Class I vehicles are defined as having 3 or 4 wheels, are 50" or narrower in width, and weigh less than 800 pounds. Today, Class I vehicles are typically thought of as quads. Because of emission issues, Class I vehicles are inherently defined as non-highway-legal, are prohibited from routes designated for "Highway Legal Vehicles Only", and are typically prohibited on Forest Service Maintenance Level (ML) 3-5 roads. Class III vehicles are defined as having 2 wheels, and are generally thought of as motorcycles. Motorcycles come in two types – dual sport or dirt bikes. Dual sport motorcycle engines have had the emissions certified, they are allowed on "Highway Legal Vehicles Only" roads, including ML 3-5 roads. However dirt bikes have not had their emissions tested, riders are prohibited from operating these machines on roads open to "Highway Legal Vehicles Only", and are typically prohibited on ML 3-5 roads. Class II vehicles are everything else not covered under Class I and III vehicles. This includes pickup trucks, sport utility vehicles, jeeps, sandrails, quads wider than 50", and numerous types of garage-built machines, including rockcrawlers. Like motorcycles, some Class II vehicles are legal on "Highway Legal Vehicles Only" roads, and some are not, the critical issue being emission testing. Those vehicles constructed in garages have generally not had the emissions tested, and are not legal on "Highway Legal Vehicles Only" roads, while vehicles produced by major manufacturers, even if they are highly modified, generally qualify under the "Highway Legal Vehicles Only" standard. Finally, it is important to note that while many

highway-legal OHVs are manufactured with lights, mirrors and a horn; and many non-highway legal vehicles are not – this is not the critical legal difference between the two. For many states, including California, the critical standard is emissions.

Mixed use concerns have been identified under the Tahoe National Forest's ongoing Travel Management planning process. Mixed use is defined as the presence of both highway-legal and non-highway-legal vehicles on the same route. ML roads 3-5, as defined by the Federal Highway Safety Act, and the California Vehicle Code, are currently maintained to accommodate standard passenger vehicles that are open to "Highway Legal Vehicles Only". As explained above, non-highway-legal vehicles, including quads, dirt bikes, and garage-built Class II vehicles are prohibited from these routes. Hence while mixed use is not a major concern for dual-sport motorcycle riders and drivers of stock Class II vehicles, the issue threatens to leave critical holes in looping opportunities and connectivity for the rest of the OHV community. At issue is the requirement for the Forest Service to limit the potential risk of a collision between highway-legal and non-highway legal vehicles in regard to the probability of a collision between the two, and the severity of that collision. While final Travel Management decisions have not been made, the expected outcome will typically require the Forest Service to sign and enforce ML roads 3-5 as closed to non-highway-legal vehicles. To adjust for the emissions and mixed use issues identified above, the Tahoe National Forest requests planning grant monies to reconnect critical OHV opportunity lost to those operators of non-highway-legal vehicles so they may enjoy the full extent of the existing, outstanding TNF OHV road/trail system.

To fully understand this planning project, a brief description of the Cal-Ida/Downieville and Burlington areas are provided below. Mileage figures are rough estimates. The existing Cal-Ida area includes approximately 50 miles of core OHV opportunity including: A mix of highway-legal-vehicle-only ML 3-5 roads, numerous all-vehicle high-clearance ML 2 roads, all-vehicle 4X4 trails (14 miles), and singletrack trails for all types of motorcycles (21 miles). The existing Downieville area, which connects to OHV opportunities in the Gold Valley area, includes over 75 miles of core OHV opportunity including: A mix of highway-legal-only ML 3-5 roads, numerous all-vehicle high-clearance ML 2 roads, all-vehicle 4X4 trails (47 miles), and singletrack trails for all types of motorcycles (32 miles). The existing Burlington area includes over 30 miles of core singletrack trails for all types of motorcycles, but also includes a number of highway-legal-only ML 3-5 roads.

C. Statement of Activities

Under this planning grant, the Tahoe National Forest (TNF) proposes to complete an environmental analysis to examine the construction of 9 segments of trail totaling 3-4 miles in length, and the effects of that construction on the surrounding resources and recreational activities. In addition, the TNF will complete a decision document describing what has been authorized by the line officer. The TNF cannot commit to the authorization to construct, we can only commit to completing the analysis to examine if the construction is warranted. If the construction is authorized, the decision document will describe the trail location, trail tread width, trail steepness, months of the year the trails will be open to motorized use, and what type of vehicles will be allowed the trail. If the construction is authorized, the TNF expects to apply for an additional OHV construction grant to build these trails in partnership with the California Parks OHV division, and our numerous other partners.

While every planning process is unique, this Yuba River Ranger District Travel Management Implementation Project will be consistent with Forest Service planning direction. Impact analysis will be completed by an interdisciplinary team including a trail manager, a recreation specialist, an archaeologist, a wildlife biologist, an ecologist, a soil scientist, a botanist, and a writer/editor. Recreational opportunities, for both motorized and non-motorized users, will be considered. Impacts to numerous resources will be analyzed including special-status species habitats, cultural resources, soil conditions, and water quality. Agency direction provides for public input prior, during, and at the completion of the environmental analysis. Already numerous groups have been consulted about the application of this grant (including the Nevada County Woods Riders, the Gold Country Trails Council, the Grass Valley 4-Wheelers, and the Friends of Tahoe Access); we expect and encourage these groups and others will be involved in the planning process. More specifically, once the environmental document is completed and a legal notice has been issued, the public will be provided a 30-day comment period (at minimum) before a final decision is made by the authorized officer.

The Yuba River Ranger District Travel Management Implementation Project will consider the following 2 areas and 9 proposed trail connections in detail:

1) Cal-Ida/Downieville Area – See Map 1 of 2, linking points A to B - An approximate 1/2-mile “open to all vehicles” all-class trail connection linking the Downie River OHV Trail to numerous ML 2 Forest Service roads and the Fir Cap OHV Trail. This trail link would also provide critical connectivity, especially for non-highway-legal vehicles, with other local favorites including the Poker Flat 4X4 Trail, the Tamarack Trail, and the Chimney Rock and Gibraltar Singletrack trails.

2) Burlington Area – Approximately 3 miles of singletrack trail open to all types of motorcycles will drastically improve the connectivity and safety for riders using the existing Chalk Bluff Staging Area while linking to over 30 miles of outstanding singletrack, especially for non-street legal dirt bikes. On Map 2 of 2, linking points C to D, E to F, G to H, and I to J will replace four sections of ML 3 road that currently comprise portions of the Towle Mill OHV Trail. On Map 2 of 2, linking points K to L and M to N will replace two sections of ML 2 road (because of USFS Travel Management uncertainties, the need for the K to L link will remain tentative until a final decision is made later this year). In addition, currently there are only two entry/exit trails connecting the Chalk Bluff Staging Area to the entire Burlington motorcycle trail system. Along with visitation increases, this situation is resulting in congestion and has the potential to reduce trail safety. To address these issues, on Map 2 of 2, linking points O to P will directly connect the Chalk Bluff Staging Area with the Big Tunnel OHV trail and will replace a ½ mile of ML 3 road that currently comprises a portion of the Big tunnel Trail. On Map 2 of 2, linking points Q and R will directly connect the Chalk Bluff Staging Area with the Excelsior OHV trail.

D. List of Reports

Yuba River Ranger District OHV Connectivity Improvement Plan

Additional Documentation for Grants and Cooperative Agreements Program - 2008/2009 6/2/2009
Agency: USFS - Tahoe National Forest
Application: YRRD Travel Management Implementation

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Version # _____

APP # 700215

1. Timeline for Completion

Attachments:

[09 TNF YRRD TM IMP Plan Schedule](#)

2. Optional Project-Specific Application Documents

3. Optional Project-specific Maps

Attachments:

[2009 TNF YRRD TM Implementation 1 of 2](#)

[2009 TNF YRRD TM Implementation 2 of 2](#)

Project Cost Estimate for Grants and Cooperative Agreements Program - 2008/2009
Agency: USFS - Tahoe National Forest
Application: YRRD Travel Management Implementation

6/2/2009

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APPLICANT NAME :	USFS - Tahoe National Forest		
PROJECT TITLE :	YRRD Travel Management Implementation	PROJECT NUMBER (Division use only) :	
PROJECT TYPE :	<input type="checkbox"/> Acquisition <input type="checkbox"/> Development <input type="checkbox"/> Education & Safety <input type="checkbox"/> Ground Operations <input type="checkbox"/> Law Enforcement <input checked="" type="checkbox"/> Planning <input type="checkbox"/> Restoration		
PROJECT DESCRIPTION :	<p>The Tahoe National Forest (TNF) is requesting a California OHV Planning Grant for \$52,976.00 to analyze a proposal to complete 9 short segments of motorized trail on the Yuba River Ranger District. These trail connections, totaling 3-4 miles in length, will enhance the TNF's existing large (2,202 miles), popular (almost 1 million visitor days) designated road and trail system. These proposed trail links are critical to maintain loop opportunities, and reduce the potential risk of accidents occurring between highway-legal and non-highway-legal vehicles, within existing OHV trail systems in the Cal-Ida/Downieville and Burlington areas. In the Cal-Ida area (north of Downieville), one trail segment would provide all OHV riders/drivers (Class I, II, III) with a non-highway-legal alternative between the Downie River OHV Trail and the Fir Cap OHV Trail, and additional routes in the area. In the Burlington area, additional trail connections would provide non-highway-legal singletrack motorcycle connections between the Chalk Bluff Staging Area and 1) the Excelsior Trail, 2) multiple sections of the Big Tunnel Trail, and 3) numerous sections of the Toll Mill Trail.</p> <p>The need for each of these nine trail segments has been identified through the TNF's ongoing Travel Management (TM) process. Started approximately 5 years ago, the Tahoe's TM process is not expected to reach a final decision until late 2009. However, regardless of which alternative is selected, the Forest is certain of the need for these trails because of concerns over the safety of mixed use, and unsustainably steep routes, are consistent across all alternatives. In response to the agency's mixed use (e.g. highway-legal and non-highway-legal vehicles on the same route) concerns, all of the proposed trail additions will result in both highway-legal and non-highway-legal connections provided between critical road/trail nodes. In regard to unsustainably steep slopes, the proposed connection in the Cal-Ida/Downieville area will replace an existing, eroding, undesignated route, with a designated trail built and maintained to Forest Service standards. Collectively these newly constructed trail links will not only reduce the potential risk of accidents between operators of highway-legal and non-highway-legal vehicles, but will provide additional miles of motorized recreational opportunity. Without these trail links, looping opportunities and trail connectivity will be reduced. Without these additions OHV enthusiasts, especially those on non-highway-legal machines, will be required to more frequently return to their staging location, load their machine, travel to the next staging location, before returning to the trail.</p> <p>Grant deliverables consist of 1) an environmental analysis examining the proposed action and the effects of that action, 2) an environmental document (most likely an Environmental Assessment (EA) to record the analysis, and 3) a decision document describing what has been authorized by the line officer.</p>		

	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
DIRECT EXPENSES							
Program Expenses							
1	Staff						
	Other-District Trail Manager	30.000	400.000	DAY	4,400.00	7,600.00	12,000.00
	Other-NEPA Writer/editor	50.000	360.000	DAY	16,100.00	1,900.00	18,000.00
	Other-Asst. Public Service Officer	20.000	285.000	DAY	0.00	5,700.00	5,700.00

Project Cost Estimate for Grants and Cooperative Agreements Program - 2008/2009
Agency: USFS - Tahoe National Forest
Application: YRRD Travel Management Implementation

6/2/2009

	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
	Other-Archaeologist	15.000	320.000	DAY	3,840.00	960.00	4,800.00
	Other-Wildlife Biologist	14.000	380.000	DAY	3,800.00	1,520.00	5,320.00
	Other-Wildlife Tech	15.000	225.000	DAY	2,250.00	1,125.00	3,375.00
	Other-Wildlife Temp	15.000	140.000	DAY	2,100.00	0.00	2,100.00
	Ecologist	15.000	410.000	DAY	4,120.00	2,030.00	6,150.00
	Other-Botanist Temp	20.000	140.000	DAY	2,800.00	0.00	2,800.00
	Other-Soil Scientist	14.000	370.000	DAY	5,180.00	0.00	5,180.00
	Other-TNF Trails Specialist	4.000	340.000	DAY	680.00	680.00	1,360.00
	GIS Specialist	5.000	350.000	DAY	1,750.00	0.00	1,750.00
	Total for Staff				47,020.00	21,515.00	68,535.00
2	Contracts						
3	Materials / Supplies						
	Other-Printing/copying	1.000	500.000	EA	500.00	0.00	500.00
4	Equipment Use Expenses						
	Field Vehicle	4000.000	0.410	MI	640.00	1,000.00	1,640.00
5	Equipment Purchases						
6	Others						
7	Administrative Costs						
	Administrative Costs-Admin Salary	1.000	4816.000	EA	4,816.00	0.00	4,816.00
	Total Program Expenses				52,976.00	22,515.00	75,491.00
	TOTAL DIRECT EXPENSES				52,976.00	22,515.00	75,491.00
	TOTAL EXPENDITURES				52,976.00	22,515.00	75,491.00

Project Cost Summary for Grants and Cooperative Agreements Program - 2008/2009
Agency: USFS - Tahoe National Forest
Application: YRRD Travel Management Implementation

6/2/2009

	Line Item	Grant Request	Match	Total	Narrative
DIRECT EXPENSES					
Program Expenses					
1	Staff	47,020.00	21,515.00	68,535.00	
2	Contracts	0.00	0.00	0.00	
3	Materials / Supplies	500.00	0.00	500.00	
4	Equipment Use Expenses	640.00	1,000.00	1,640.00	
5	Equipment Purchases	0.00	0.00	0.00	
6	Others	0.00	0.00	0.00	
7	Administrative Costs	4,816.00	0.00	4,816.00	
Total Program Expenses		52,976.00	22,515.00	75,491.00	
TOTAL DIRECT EXPENSES		52,976.00	22,515.00	75,491.00	
TOTAL EXPENDITURES		52,976.00	22,515.00	75,491.00	

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Version # _____

APP # 700215

ITEM 1 and ITEM 2

ITEM 1

- a. ITEM 1 - Has a CEQA Notice of Determination (NOD) been filed for the Project? ☐ Yes ☒ No
(Please select Yes or No)

ITEM 2

- b. ITEM 2 - Are the proposed activities a "Project" under CEQA Guidelines Section 15378? ☐ Yes ☒ No
(Please select Yes or No)
- c. The Application is requesting funds solely for personnel and support to enforce OHV laws and ensure public safety. These activities would not cause any physical impacts on the environment and are thus not a "Project" under CEQA. (Please select Yes or No) ☐ Yes ☒ No
- d. Other. Explain why proposed activities would not cause any physical impacts on the environment and are thus not a "Project" under CEQA. DO NOT complete ITEMS 3 – 9

This planning grant request produces only those deliverables stated in the Project Description Section of this application. No ground disturbing activities are taking place and therefore do not meet the requirements set forth in the California CEQA Guidelines as a "project".

ITEM 3 - Impact of this Project on Wetlands

ITEM 4 - Cumulative Impacts of this Project

ITEM 5 - Soil Impacts

ITEM 6 - Damage to Scenic Resources

ITEM 7 - Hazardous Materials

Is the proposed Project Area located on a site included on any list compiled pursuant to Section 65962.5 of the California Government Code (hazardous materials)? (Please select Yes or No) ☐ Yes ☒ No

If YES, describe the location of the hazard relative to the Project site, the level of hazard and the measures to be taken to minimize or avoid the hazards.

ITEM 8 - Potential for Adverse Impacts to Historical or Cultural Resources

Would the proposed Project have potential for any substantial adverse impacts to historical or cultural resources? (Please select Yes or No) ☐ Yes ☒ No

If YES, describe the potential impacts and for any substantially adverse changes in the significance of historical or cultural resources and measures to be taken to minimize or avoid the impacts.

ITEM 9 - Indirect Significant Impacts

CEQA/NEPA Attachment

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Version # _____

APP # 700215

1. Project Cost Estimate - Q 1. (Auto populates from Cost Estimate)

1. As calculated on the Project Cost Estimate, the percentage of the Project costs covered by the Applicant is 3

(Check the one most appropriate) (Please select one from list)

☐ 76% or more (10 points)

☐ 51% - 75% (5 points)

☒ 26% - 50% (3 points)

☐ 25% (Match minimum) (No points)

2. Planning Project - Q 2.

A Planning Project - Page 1

2. The Planning Project would address the following 4

(Check all that apply) (Please select applicable values)

☒ Potential effects of OHV Recreation on special-status species habitats

☒ Potential effects of OHV Recreation on cultural resources

☒ Potential effects of OHV Recreation on soil conditions

☒ Potential effects of OHV Recreation on water quality

☒ Potential effects of OHV Recreation on other recreation uses

☐ Potential effects of OHV Recreation on adjacent lands.

☐ Potential impact to relationships between OHV Recreation and local residents

☐ Toxic or hazardous materials within a Project Area or adjacent property that may impact OHV Recreation

☒ Trail issues such as traffic patterns, trails closures, appropriate uses, etc.

B. Planning Project - Page 2

Explain each statement that was checked

The environmental analysis will examine the impacts of the planning project to both motorized and non-motorized recreation opportunities, and will analyze impacts to special-status wildlife and plant species, cultural resources, soils and water quality. Providing safe OHV opportunities, where riders/drivers of all types of vehicles can continue to enjoy loops and road/trail connectivity, is the emphasis for this grant request.

(Check the one most appropriate) (Please select one from list)

☒ 6 or more items checked (4 points)

☐ 4 to 5 items checked (3 points)

☐ 2 to 3 items checked (2 points)

☐ 1 or no items checked (No points)

3. Motorized Access - Q 3.

3. The Project would lead to improved facilities that provide motorized access to the following nonmotorized recreation opportunities 6

(Check all that apply) Scoring: 2 points each, up to a maximum of 6 points (Please select applicable values)

☒ Camping

☐ Birding

☒ Hiking

☐ Equestrian trails

☐ Fishing

☐ Rock Climbing

☒ Other (Specify) [Hunting]

4. Public Input - Q 4.

4. The Project proposal was developed with public input employing the following 2

(Check all that apply) Scoring: Maximum of 2 points (Please select applicable values)

- ☐ Meeting(s) with the general public to discuss Project (1 point)
- ☒ Conference call(s) with interested parties (1 point)
- ☒ Meeting(s) with stakeholders (1 point)

Explain each statement that was checked

Local OHV enthusiasts and OHV groups assisted in the development of the proposed project by sharing their thoughts with agency staff by both phone (conference call) and in person (meeting).

5. Stakeholder Input - Q 5.

5. If the Project were approved, the planning process would incorporate substantial stakeholder input: 5

(Check the one most appropriate) (Please select one from list)

- ☐ No (No points) ☒ Yes (5 points)

If 'Yes', explain, specifically, how it would be 'substantial'. Identify stakeholders

As required by both Forest Service planning direction and the National Environmental Policy Act (NEPA), substantial stakeholder input will be included in the completion of the proposed environmental analysis. The Tahoe National Forest is extremely interested in both individual and user group input. Agency staff strongly encourage public participation to improve the quality of the analysis and the decision document, and to increase support for completing the ground work once the planning stage is finished.

6. Utilization of Partnerships - Q 6.

6. The Project will utilize partnerships to successfully accomplish the Project. The number of partner organizations that will participate in the Project are 4

(Check the one most appropriate) (Please select one from list)

- ☒ 4 or more (4 points) ☐ 2 to 3 (2 points)
☐ 1 (1 point) ☐ None (No points)

List partner organization(s)

Nevada County WoodRiders, Gold Country Trails Council, Grass Valley 4-Wheelers, Friends of Tahoe Access

7. Sustain OHV Opportunity - Q 7.

7. The Planning Project sustains OHV Opportunity in the following manner 8

(Check all that apply) (Please select applicable values)

- ☐ Project will develop management plans for existing OHV Opportunity (4 points)
- ☒ Project will complete environmental review for an OHV Development Project (3 points)
- ☒ Project supports development of OHV Opportunities adjacent to population centers (3 points)
- ☐ Project supports development of OHV Opportunities in areas that lack legal OHV Opportunity (2 points)
- ☒ Project will develop a system of designated OHV routes for an existing OHV Opportunity (2 points)

Explain each statement that was checked

The Yuba River Ranger District TM Implementation Plan will include an environmental review as required by both Forest Service planning direction and the National Environmental Policy Act (NEPA). For the communities of Grass Valley and Nevada City, the OHV opportunity provided in the Burlington area provides the closest OHV riding area (about 12 miles) for these two communities. The additional trail connections and loop opportunities provided by this planning project will enhance the existing TNF OHV trail system.

8. Identification of Funding Sources - Q 8.

8. Funds for implementing the completed plan have been identified 5

(Check the one most appropriate) (Please select one from list)

☐ No (No points)

☒ Yes (5 points)

Explain 'Yes' response

The resources to complete the Yuba River Ranger District TM Implementation Plan will come from a combination of appropriated funds, grant monies, and volunteer labor.

Reference Document

Funding for project based on future federal, state, and contributed monies.

9. Offsite Impacts - Q 9.

9. The Planning Project would address offsite impacts relative to the Project Area (e.g., sound, fugitive dust, runoff): 5

(Check the one most appropriate) (Please select one from list)

☐ No (No points)

☒ Yes (5 points)

Explain 'Yes' response

This planning project will consider sound impacts to adjacent resources, especially for owls. Ongoing TNF soil monitoring and soil management, through the Forest Service's best management practices, will be addressed in this planning process.